



FILED

08/22/19
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A1908010

**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

Application of the California High-Speed Rail Authority to construct proposed high-speed tracks (HST) and rail-rail grade separation (135S-280.4-T) over BNSF's existing main line track (MP 911.5) at Wasco Ave in Kern County, California.

Application No. _____

APPLICATION

The California High-Speed Rail Authority (CHSRA or "Applicant") hereby respectfully requests authority from the California Public Utilities Commission (CPUC or Commission) to construct proposed tracks and one rail-rail grade separation crossing in Kern County, as part of the proposed California High-Speed Train System (CHSTS).

In support of this application, the Applicant in the State of California respectfully shows:

1. The Applicant's exact legal name is California High-Speed Rail Authority and CHSRA is a public agency formed pursuant to the California High-Speed Rail Act (California Public Utilities Code § 185000 et seq.).
2. The Applicant's principal place of business is California High-Speed Rail Authority, 770 L Street, Suite 620; Sacramento, CA 95814. The main telephone number is (916) 324-1541.

3. All correspondence, communication, notices, orders and other papers relative to this application should be addressed to: Bruce Armistead, Director of Operations and Maintenance, 770 L Street, Sacramento, CA 95814, Bruce.Armistead@hsr.ca.gov, 916-330-5663. Mr. Armistead is an employee of CHSRA and the Applicant's authorized agent.
4. That this application is hereby made pursuant to the Provisions of Sections 1201-1205, inclusive, of the Public Utilities Code of the State of California and in accordance with Rule 3.10 of the Commission's Rules of Practice and Procedure.
5. The Applicant, in cooperation with BNSF, and Kern County, hereby requests permission to construct two CHSTS main line tracks on the Wasco Viaduct structure over the BNSF tracks. The proposed crossing is in proximity to the Wasco Ave and Jackson Ave crossing. The viaduct is an aerial structure that will carry the proposed CHSTS tracks over the BNSF tracks at MP 911.5 and Wasco Ave. Concrete girders will support the viaduct along its alignment that will clear span the entire BNSF right-of-way. The columns supporting the girders are situated outside of the BNSF right-of-way. The viaduct's columns are all designed to meet the AREMA heavy construction standards.

The existing BNSF tracks will remain in place and BNSF operations will be maintained. No BNSF shoofly will be required to facilitate the construction of the viaduct or CHSTS tracks. Girder placement over the BNSF tracks will only be performed under absolute windows where no trains operate on the tracks for a specified period of time. Construction activities that have potential to foul the tracks will occur under the protection of a Form B.

The proposed crossing will result in the permanent closure of Wasco Ave between Jackson Ave and Kimberlina Road. The permanent closure will take affect once the construction of the structure foundation along Wasco Ave begin. Vehicular traffic can still use Jackson Ave and Poplar Ave if they intend to access Kimberlina Road from Wasco Ave and vice versa.

The intersection of Jackson Ave and Wasco Ave, and the intersection of Poplar Ave and Kimberlina Rd will be improved to accommodate truck turning movements. Both Poplar Ave and Jackson Ave will be widened by two feet to increase the width of the travel lanes to twelve-feet.

The Authority, at the request of BNSF, has prepared a study that evaluated BNSF proposed access condition due to the CHSTS corridor, and prepared an access road improvement plan. BNSF has reviewed the access study and access road improvement plan, and BNSF is in consensus with the proposed access road plan.


6. **Exhibit A** attached hereto, shows the vicinity map for the proposed crossing.
7. The legal description for the location of the proposed CHSTS underpass crossing, pursuant to Rule 3.10(a) of the Commission's Rules of Practice and Procedure, is provided in **Exhibit B**, attached hereto and made a part hereof.
8. The crossing identification numbers of the nearest existing public crossings on each side of the proposed crossing are as follows:
 - a. The nearest crossing to the west is at Poso Ave (CPUC No. 002-912.5, FDOT No. 028300V) and the nearest crossing to the south is at Kimberlina Road (CPUC No. 002-910.40, FDOT No 028397U).
9. The project design drawings showing the proposed horizontal alignment and profile for the CHSTS Tracks in relation to the existing tracks and local features, typical cross sections and BNSF access plan exhibit, pursuant to Rules 3.10, are provided in **Exhibit C**, attached hereto and made a part hereof.
 - a. As shown on the design drawings, the minimum permanent and temporary clearances meet or exceed the clearances required by General Order 26-D. No temporary clearance exceptions are requested.
10. In support of the proposed Wasco Viaduct and CHSTS tracks over the BNSF tracks and Wasco Ave, letters of support from BNSF, and Kern County are provided in **Exhibit D**.
11. Attached hereto as **Exhibit E** is the Scoping Memo for this application.

12. The CHSRA, as the lead agency under the provisions of the California Environmental Quality Act (CEQA), prepared the *Final Environmental Impact Report/ Environmental Impact Statement (Final EIR/EIS) for the Fresno to Bakersfield Section of the California High-Speed Train Project*. The Federal Railroad Administration (FRA) was the lead agency under the National Environmental Policy Act (NEPA). The Notice of Determination (NOD) for the *Final EIR/EIS* was certified on May 07, 2014 (State Clearinghouse No. 2009091126), and the Record of Decision (ROD) was dated on June 27, 2014. The *Final EIR/EIS* for the Fresno to Bakersfield Section of the California High-Speed Train Project was provided to the Commission (Rule 2.4) on archival and standard CD-ROM/DVD as Exhibit D to Application A. 17-05-014. The *Final EIR/EIS* is made a part hereof by reference. A Notice of Availability (NOA) for the *Final EIR/EIS* and Certificate of Service is filed in support of this application. Attached hereto as **Exhibit F** is the NOD of the final *EIR/EIS* for this application.
13. Attached hereto as **Exhibit G** are the plan drawings CHSTS corridor fencing within the limit of the proposed crossing and Wasco Ave roadway demolition as requested by the CPUC.
14. Attached hereto as **Exhibit H** is the proposed access plan for a private owner that owns a parcel of land between Wasco Ave and Kimberlina Road as requested by the CPUC.
15. Attached hereto as **Exhibit I** is the Certificate of Service for this application.

WHEREFORE, the Applicant respectfully requests:

1. That the Public Utilities Commission of the State of California forthwith issues an order authorizing construction of the rail-rail grade separations of CHSTS at Wasco Ave over the BNSF tracks (MP 911.5) and CHSTS tracks pursuant to the provisions of Sections 1201-1205, inclusive, of California Public Utilities Code.
2. That order shall allow at least thirty-six months from the date of any such order to complete the project herein proposed.

Dated this 21st day of AUGUST, 2019 at Sacramento, California.



Bruce Armistead
Director of Operations and Maintenance
California High-Speed Rail Authority
770 L Street
Sacramento, CA 95814

Verification

I am an officer of the California High-Speed Rail Authority, Applicant herein, and am authorized to make this verification on its behalf. The contents of this document are true of my own knowledge, except as to matters stated on information or belief, and that as to those matters, I believe them to be true.

Dated this 21st day of AUGUST, 2019 at Sacramento, California.

A handwritten signature in black ink, appearing to read 'Bruce Armistead', written over a horizontal line.

Bruce Armistead
Director of Operations and Maintenance
California High-Speed Rail Authority
770 L Street
Sacramento, CA 95814

Exhibit A

Vicinity Maps

Exhibit B

Legal Descriptions

EXHIBIT "A"
LEGAL DESCRIPTION

County of Kern
Proposed Wasco Avenue Easement


Being a portion of the northwest quarter of Section 19, Township 27 South, Range 25 East, Mount Diablo Meridian, and the northeast quarter of Section 24, Township 27 South, Range 24 East, Mount Diablo Meridian, situate in the County of Kern, State of California, and is described as follows:

COMMENCING at a Cotton Spindle, marking the northwest corner of said Section 19, as shown on the Record of Survey filed in Book 26, of Surveys, at Page 30, Kern County Records; thence along the north line of said northwest quarter, South $89^{\circ}31'53''$ East, 30.00 feet; thence leaving said north line, along a line 30.00 feet easterly of and parallel with the west line of said Section 19, South $01^{\circ}12'31''$ West, 30.00 feet to the intersection of the southerly right of way of Jackson Avenue (60.00 feet wide, measured at right angles) with the easterly right of way of Wasco Avenue (60.00 feet wide, measured at right angles); thence along said parallel line, being said easterly right of way, South $01^{\circ}12'31''$ West, 1253.30 feet to the **POINT OF BEGINNING**; thence continuing along said easterly right of way, South $01^{\circ}12'31''$ West, 376.91 feet to the beginning of a non-tangent curve, concave northeasterly, to which point a radial line bears South $82^{\circ}37'14''$ West; thence leaving said easterly right of way, northwesterly along said curve having a radius of 22033.25 feet, through a central angle of $01^{\circ}05'45''$, an arc length of 421.41 feet to a point on the easterly right of way of the Burlington Northern and Santa Fe Railroad, as shown on the Map of the Fourth Home Extension Colony, filed in Book 1, or Minutes, at Page 99, Records of Kern County; thence along said easterly right of way, North $01^{\circ}12'31''$ East, 412.66 feet to the beginning of a non-tangent curve, concave northeasterly, to which point a radial line bears South $84^{\circ}46'59''$ West; thence southeasterly along said curve having a radius of 21983.25 feet, through a central angle of $01^{\circ}11'27''$, an arc length of 456.86 feet; thence along a non-tangent line, North $83^{\circ}35'40''$ East, 3.12 feet to the **POINT OF BEGINNING**.

Bearings and distances are based on the California Coordinate System of 1983, Zone 5, as shown on Record of Survey No. 3250, Book 27, Pages 186-187, Kern County Records. Distances are U.S. Survey Feet. Divide grid distances shown hereinabove by 1.000020 to obtain ground level distances.

END DESCRIPTION

This real property description has been prepared by me, or under my direction, in conformance with the requirements of the Professional Land Surveyor's Act.

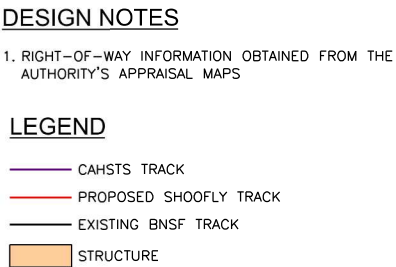

Joaquin C. Lopez
Professional Land Surveyor
California No. 9070



4/16/18
Date

Exhibit C

Project Drawings



PLAN
WASCO VIADUCT



ELEVATION
WASCO VIADUCT

Information is confidential on all plans, drawings, specifications, and/or information furnished here in shall remain the property of the Burlington Northern Santa Fe Railway and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Burlington Northern Santa Fe Railway



 <p> JMA 3930 Pacheco Blvd. Martinez, CA 94553 T. 925.400.4358 www.jma.com </p>	 <p> CALIFORNIA RAIL BUILDERS, LLC </p>	 <p> CALIFORNIA High-Speed Rail Authority </p>
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**CALIFORNIA HIGH-SPEED TRAIN SYSTEM
FRESNO TO BAKERSFIELD
CONSTRUCTION PACKAGE 4**
BNSF BAKERSFIELD SUBDIVISION, MP 911.4
HSTS SERRIA SUBDIVISION, MP 280.4
WASCO VIADUCT RAIL OVER RAIL STRUCTURE
PLAN AND ELEVATION

CONTRACT NO.		HSR 14-32	
DRAWING NO.		ST-K1001-WAS	
REVISION	A	SHEET NO.	1
SCALE AS NOTED			

DESIGNED BY	MA
DRAWN BY	MA
CHECKED BY	JM
APPROVED BY	JM
DATE	10/20/2017



CALIFORNIA
RAIL BUILDERS, LLC

**CALIFORNIA HIGH-SPEED TRAIN SYSTEM
FRESNO TO BAKERSFIELD
CONSTRUCTION PACKAGE 4**
BNSF BAKERSFIELD SUBDIVISION, MP 911.4
HSTS SERRIA SUBDIVISION, MP 280.4
WASCO VIADUCT RAIL OVER RAIL STRUCTURE
BNSF TRACK PROFILE

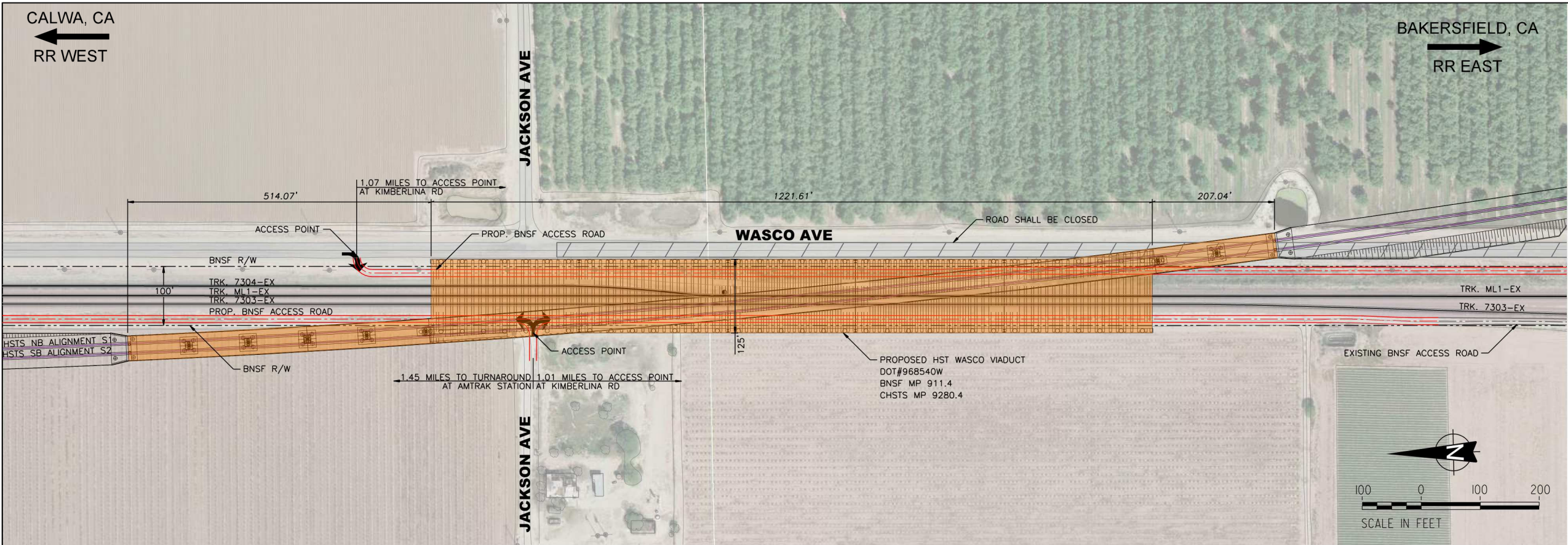
Profile view of the proposed viaduct structure from station 3292+00 to 3305+00. The vertical axis shows elevation from 325 to 380 feet. The horizontal axis shows stationing. The profile includes the existing ground line (EX. GROUND), the existing main line top of rail (EX. MAIN LINE TOR), and the existing ground (EX. GRND). The proposed viaduct structure is shown with multiple spans supported by piers. The WASCO VIADUCT is indicated at the right end of the profile. The profile ends at station 3305+00 with a match line and the instruction "SEE BELOW".

BNSF TRACK PROFILE

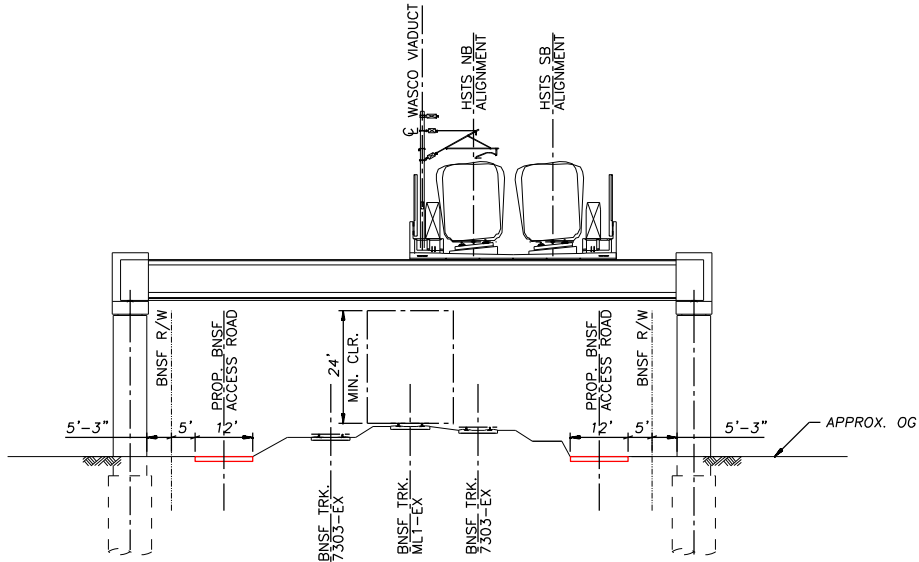
WASCO VIADUCT

PROJECT NUMBER	COST ELEMENT	LINE ITEM	CONTRACT DESIGNATOR	PHYSICAL ENTITY	WORK ELEMENT

5/14/2018 5:17:55 PM BY: mobushabon color table: \$MS_DEFCTBL) P:\5247-HSRCP4\CADResource\pentable_half_SF-462-PAC Wasco Viaduct Crossing Exhibits.Fornal Apps.dgn



PLAN
BNSF ACCESS ROAD



TYPICAL SECTION
BNSF ACCESS ROAD



DESIGN NOTES

1. RIGHT-OF-WAY INFORMATION OBTAINED FROM THE AUTHORITY'S APPRAISAL MAPS.
2. ACCESS ROAD SHALL BE ALL WEATHER SUITABLE FOR 20 MPH, AND SLOPED AWAY FROM THE TRACKS AT 2% MAX.
3. ACCESS ROAD SHALL BE 12' WIDE AND HAVE A MINIMUM THICKNESS OF 6".
4. ACCESS ROAD SHALL BE CONSTRUCTED USING CLASS II AGGREGATE BASE.

REV	DATE	DESCRIPTION	BY	SUB	APP
A	3/15/18	EXHIBIT B: WASCO VIADUCT ACCESS ROAD			

Information is confidential on all plans, drawings, specifications, and/or information furnished here in shall remain the property of the Burlington Northern Santa Fe Railway and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Burlington Northern Santa Fe Railway

DESIGNED BY	MA
DRAWN BY	MA
CHECKED BY	JM
APPROVED BY	JM
DATE	10/20/2017

NOT FOR CONSTRUCTION

**CALIFORNIA HIGH-SPEED TRAIN SYSTEM
FRESNO TO BAKERSFIELD
CONSTRUCTION PACKAGE 4**

BNSF BAKERSFIELD SUBDIVISION, MP 911.4
HSTS SERRIA SUBDIVISION, MP 280.4
WASCO VIADUCT RAIL OVER RAIL STRUCTURE
BNSF ACCESS ROAD EXHIBIT

CONTRACT NO. HSR 14-32	
DRAWING NO. ST-K1004-WAS	
REVISION A	SHEET NO. 4
SCALE AS NOTED	

Exhibit D

Letter of Support



Taylor Smith

Manager Public Projects

BNSF Railway Company

2454 Occidental Ave S, Ste. 2D
Seattle, WA 98134
(206) 625-6396 (office)
(206) 625-6356 (fax)

taylor.smith@bnsf.com

Monday July 30th, 2018

Mr. Oliver Garcia
Utilities Engineer
California Public Utilities Commission
Safety and Enforcement Division
Rail Crossings Engineering Branch
Los Angeles Office
320 West 4th Street, Suite 500
Los Angeles, CA 90013

Subject: CHSRA CP4 Wasco Viaduct, City of Wasco, Kern County, CA (135S-280.4-T)

Dear Mr. Garcia,

BNSF Railway (BNSF) is in support with the Wasco Viaduct and the construction High-Speed Train (HST) corridor. BNSF has reviewed the proposed designs and takes no exception to Wasco Viaduct formal application to the CPUC.

If you have any questions or concerns, please contact me at (206) 625-6396 or taylor.smith@bnsf.com

Sincerely,

A handwritten signature in blue ink, appearing to read "Taylor Smith". The signature is stylized with a large "T" and "S".

Taylor Smith
Manager Public Projects
BNSF Railway Company

CRAIG M. POPE, P.E., DIRECTOR
ADMINISTRATION & ENGINEERING
BUILDING & DEVELOPMENT
OPERATIONS



2700 "M" STREET, Suite 400
BAKERSFIELD, CA 93301-2370

Phone: (661) 862-8900

FAX: (661) 862-5103

Toll Free: (800) 552-5376 Option 5

TTY Relay: (800) 735-2929

Mr. Oliver Garcia
Utilities Engineer
California Public Utilities Commission
Safety and Enforcement Division
Rail Crossings Engineering Branch
Los Angeles Office
320 West 4th Street, Suite 500
Los Angeles, CA 90013

December 13, 2018

Subject: CHSRA CP4 Wasco Viaduct, City of Wasco, Kern County, CA (135S-280.4-T)

Dear Mr. Garcia,

Kern County (County) is in support of the Wasco Viaduct as associated with the construction of the High-Speed Train (HST) corridor. The County has reviewed the proposed designs and takes no exception to the Wasco Viaduct formal application to the CPUC.

If you have any questions or concerns, please contact me at (661) 862-8850.

Sincerely,

A handwritten signature in black ink that reads "Lynn A. Brooks for". The signature is written in a cursive, flowing style.

Craig M. Pope,
Director of Public Works

Exhibit E

Scoping Memo Information for Applications

A. Category (Check the category that is most appropriate)

☐ **Adjudicatory** - “Adjudicatory” proceedings are: (1) enforcement investigations into possible violations of any provision of statutory law or order or rule of the Commission; and (2) complaints against regulated entities, including those complaints that challenge the accuracy of a bill, but excluding those complaints that challenge the reasonableness of rates or charges, past, present, or future, such as **formal rough crossing complaints** (maximum 12-month process if hearings are required).

☒ **Ratesetting** - “Ratesetting” proceedings are proceedings in which the Commission sets or investigates rates for a specifically named utility (or utilities), or establishes a mechanism that in turn sets the rates for a specifically named utility (or utilities). “Ratesetting” proceedings include complaints that challenge the reasonableness of rates or charges, past, present, or future. Other proceedings may also be categorized as ratesetting when they do not clearly fit into one category, such as **railroad crossing applications** (maximum 18-month process if hearings are required).

☐ **Quasi-legislative** - “Quasi-legislative” proceedings are proceedings that establish policy or rules (including generic ratemaking policy or rules) affecting a class of regulated entities, including those proceedings in which the Commission investigates rates or practices for an entire regulated industry or class of entities within the industry.

B. Are hearings necessary?

☐ Yes

☒ No

If yes, identify the material disputed factual issues on which hearings should be held, and the general nature of the evidence to be introduced. Railroad crossing applications which are not controversial usually do not require hearings.

Are public witness hearings necessary?

☐ Yes

☒ No

Public witness hearings are set up for the purpose of getting input from the general public and any entity that will not be a party to the proceeding. Such input usually involves presenting written or oral statements to the presiding officer, not sworn testimony. Public witness statements are not subject to cross-examination.

C. **Issues** - List here the specific issues that need to be addressed in the proceeding.

All issues have been worked out before the filing of this application. No objections or issues need to be worked out that the applicant is aware of

D. **Schedule (Even if you checked “No” in B above)** Should the Commission decide to hold hearings, indicate here the proposed schedule for completing the proceeding within 12 months (if categorized as adjudicatory) or 18 months (if categorized as ratesetting or quasi-legislative).

The schedule should include proposed dates for the following events as needed:

April 23, 2018 months Prehearing conference

May 23, 2018 months Hearings

July 23, 2018 months Briefs due

August 23, 2018 months Submission

November 23, 2018 months Proposed decision (90 days after submission)

January 23, 2018 months Final decision (60 days after proposed decision is mailed)

Exhibit F

Notice of Determination

Notice of Determination

Appendix D

To:

☒ Office of Planning and Research
 U.S. Mail: Street Address:
 P.O. Box 3044 1400 Tenth St., Rm 113
 Sacramento, CA 95812-3044 Sacramento, CA 95814

☐ County Clerk

County of: _____
 Address: _____

From:

Public Agency: California High-Speed Rail Authority
 Address: 770 L Street, Suite 800
 Sacramento, CA 95814
 Contact: Mark McLoughlin
 Phone: (916) 403-6934

Lead Agency (if different from above): _____

Address: _____

Contact: _____

Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2/009091126

Project Title: California High-Speed Train Project Fresno to Bakersfield Section

Project Applicant: California High-Speed Rail Authority

Project Location (include county): Fresno, Kings, Tulare, and Kern counties

Project Description:

Please see attached description

This is to advise that the California High-Speed Rail Authority has approved the above
 (☒ Lead Agency or ☐ Responsible Agency)

described project on May 7, 2014 and has made the following determinations regarding the above
 (date)
 described project.

1. The project ☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures ☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan ☒ was ☐ was not] adopted for this project.
5. A statement of Overriding Considerations ☒ was ☐ was not] adopted for this project.
6. Findings ☒ were ☐ were not] made pursuant to the provisions of CEQA.

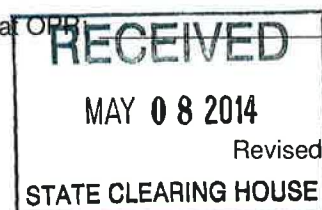
This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Please see attached

Signature (Public Agency): [Signature] Title: Director of Environmental Services

Date: May 7, 2014 Date Received for filing at OPB: _____

Authority cited: Sections 21083, Public Resources Code.
 Reference Section 21000-21174, Public Resources Code.



NOTICE OF DETERMINATION (Attachment 1)

Project Title

California High-Speed Train (HST) Project Fresno to Bakersfield Section

Project Description and Location

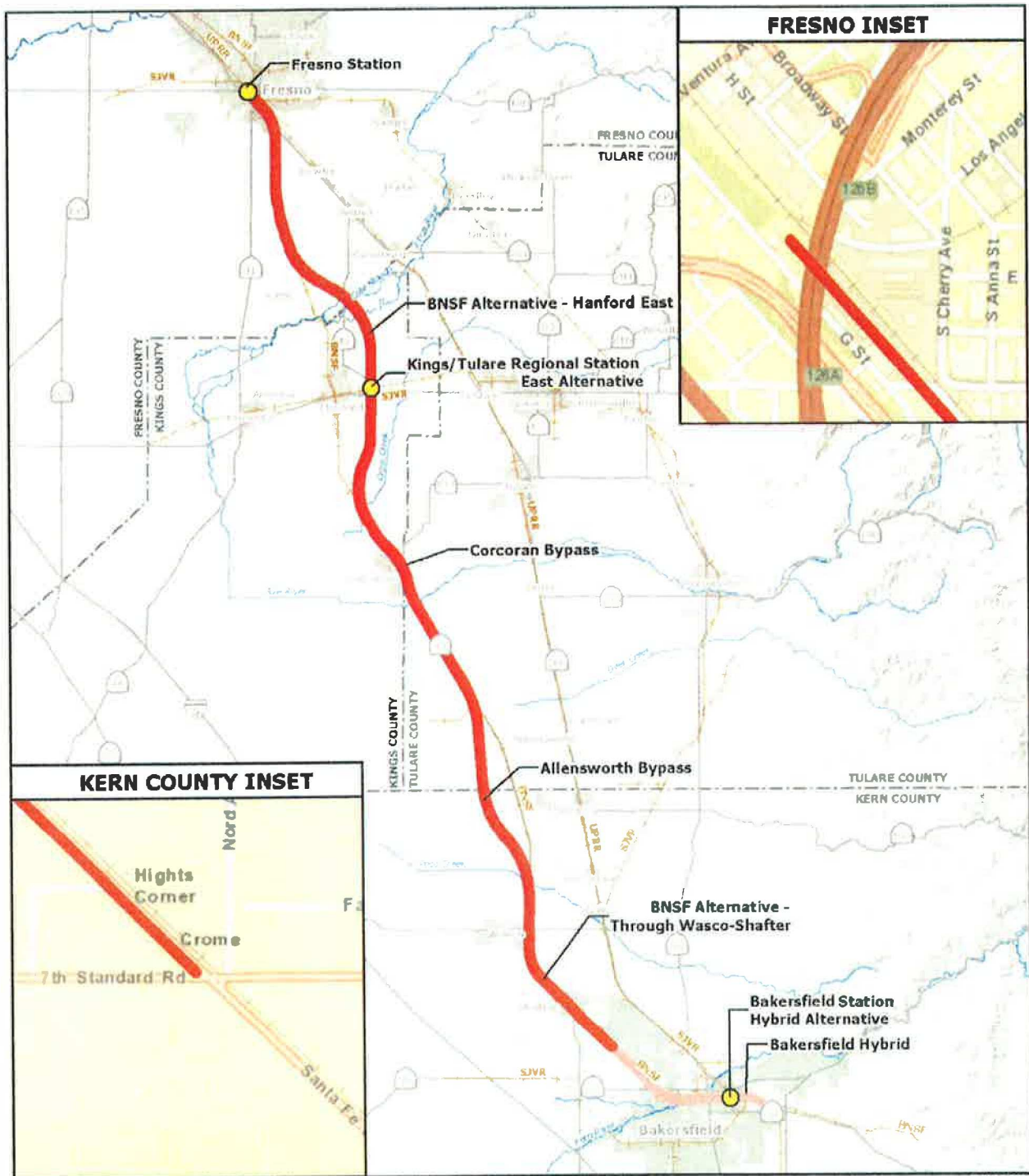
The Fresno to Bakersfield Section HST project analyzed in the Fresno to Bakersfield Section Final EIR/EIS consists of construction and operation of a dedicated, electrified, and fully grade-separated high speed train system approximately 114 miles long between downtown Fresno and downtown Bakersfield with stations at Mariposa Street in Fresno, at Truxtun Avenue in Bakersfield, and a Kings/Tulare Regional Station with an option either west or east of Hanford.

Through Resolution # HSRA 14-10, the Authority has approved the portion of the Preferred Alternative from the southern boundary of the already-approved Fresno Mariposa Street HST station to approximately Seventh Standard Road in Kern County, as shown on the attached map. The approved Preferred Alternative consists of portions of the BNSF Alternative in combination with the Corcoran Bypass and Allensworth Bypass. This alignment generally follows the existing Union Pacific Railroad (UPRR) alignment through Fresno, curving south to follow the BNSF Railway alignment south of the city of Fresno. The alignment generally follows the BNSF to Seventh Standard Road except where it bypasses the city of Hanford to the east, the city of Corcoran to the east, and the Colonel Allensworth State Historic Park to the west. The approved Preferred Alternative includes the Kings/Tulare Regional Station-East on the east side of Hanford near the interchange of State Route 198 and State Route 43.

Location of Final EIR/EIS and Record of Project Approval

The Final EIR/EIS with comments and responses and record of project approval are available at:

California High-Speed Rail Authority Office
770 L Street, Suite 800
Sacramento, CA 95814
(916) 324-1541



Source: URS/HMM/Arup JV, 2014

April 24, 2014

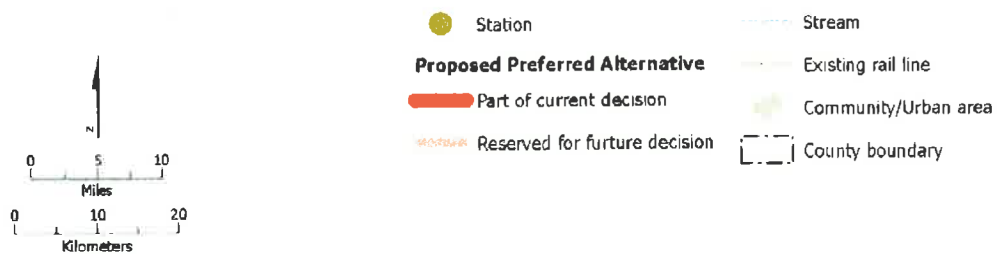
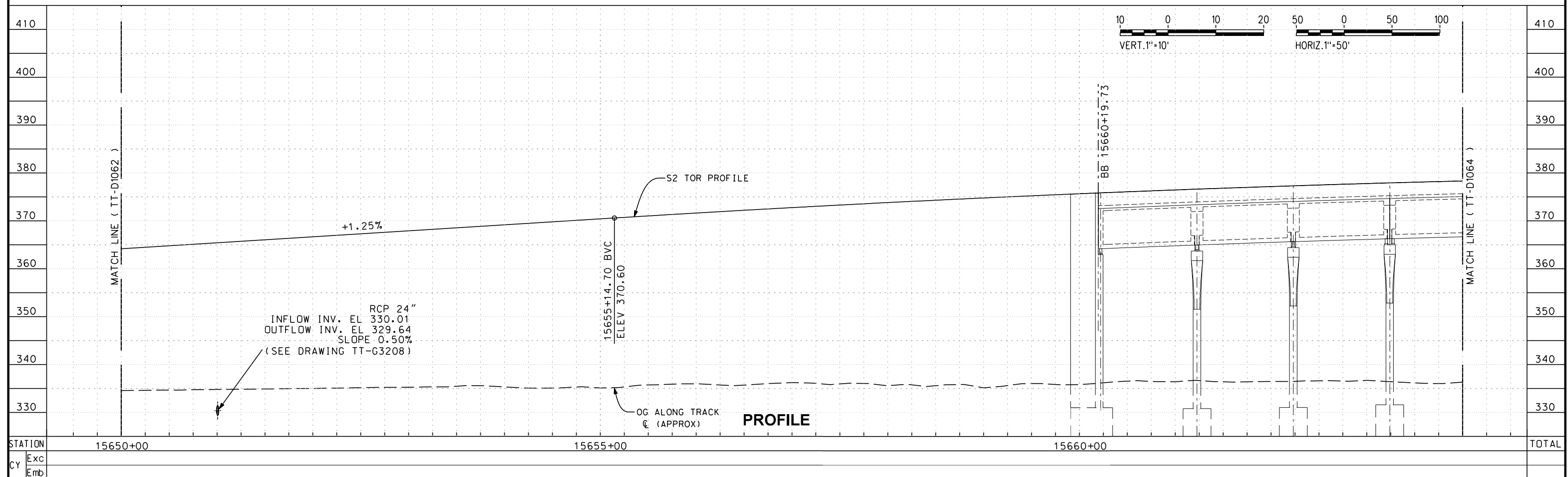
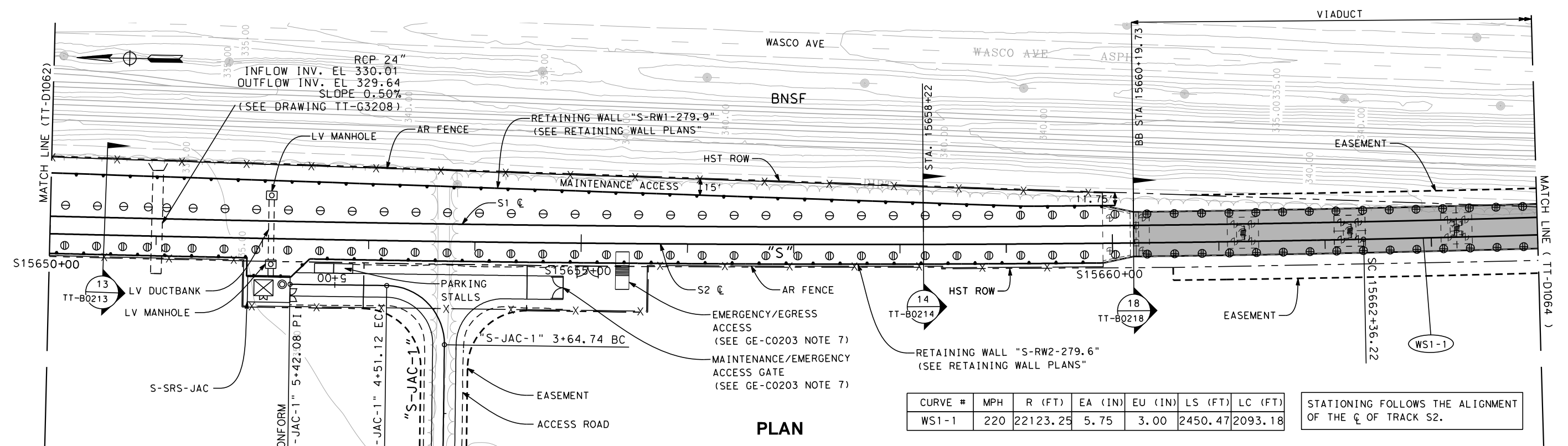


EXHIBIT AA

Exhibit G

Fencing and Demolition Plan



						DESIGNED BY J. ARANDA				CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD TRACK GUIDEWAY PLAN AND PROFILE STA. S15650+00 TO S15664+00	CONTRACT NO. HSR 14-32
O	01/19/18	JA	DG	AL	RFC DRAWINGS SUBMITTAL	DRAWN BY J.L. GOMEZ					DRAWING NO. TT-D1063
C	12/18/17				90% CONSTRUCTION DRAWINGS SUBMITTAL	CHECKED BY D. GONZALEZ					SCALE AS SHOWN
B	10/11/17				60% CONSTRUCTION DRAWINGS SUBMITTAL	IN CHARGE A. LUFT					SHEET NO.
A	12/16/16				60% SUBMITTAL	DATE 01/19/18					OF
REV	DATE	BY	CHK	APP	DESCRIPTION						

NOTES:
1. SEE ROADWAY PLANS, DRAINAGE PLANS AND UTILITY PLANS FOR ADDITIONAL REMOVALS.
2. REFER TO AUTHORITY'S ROW ACQUISITION CONSTRUCTION MEMOS PER PARCEL FOR FURTHER INFORMATION ABOUT EXISTING BUILDING AND PRIVATE PROPERTY REMOVALS.
3. AREA WITHIN ROW LIMITS WILL BE SUBJECT TO CLEARING AND GRUBBING.

LEGEND:

OBLITERATE ASPHALT CONCRETE PAVEMENT

REMOVE CONCRETE PAVEMENT

BUILDING TO DEMOLISH

ORCHARD TO REMOVE

CURB AND SIDEWALK TO DEMOLISH

REMOVE FENCE

REMOVE GATE

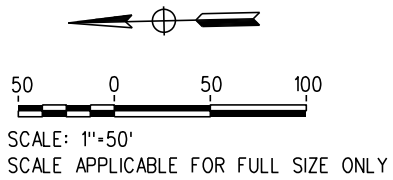
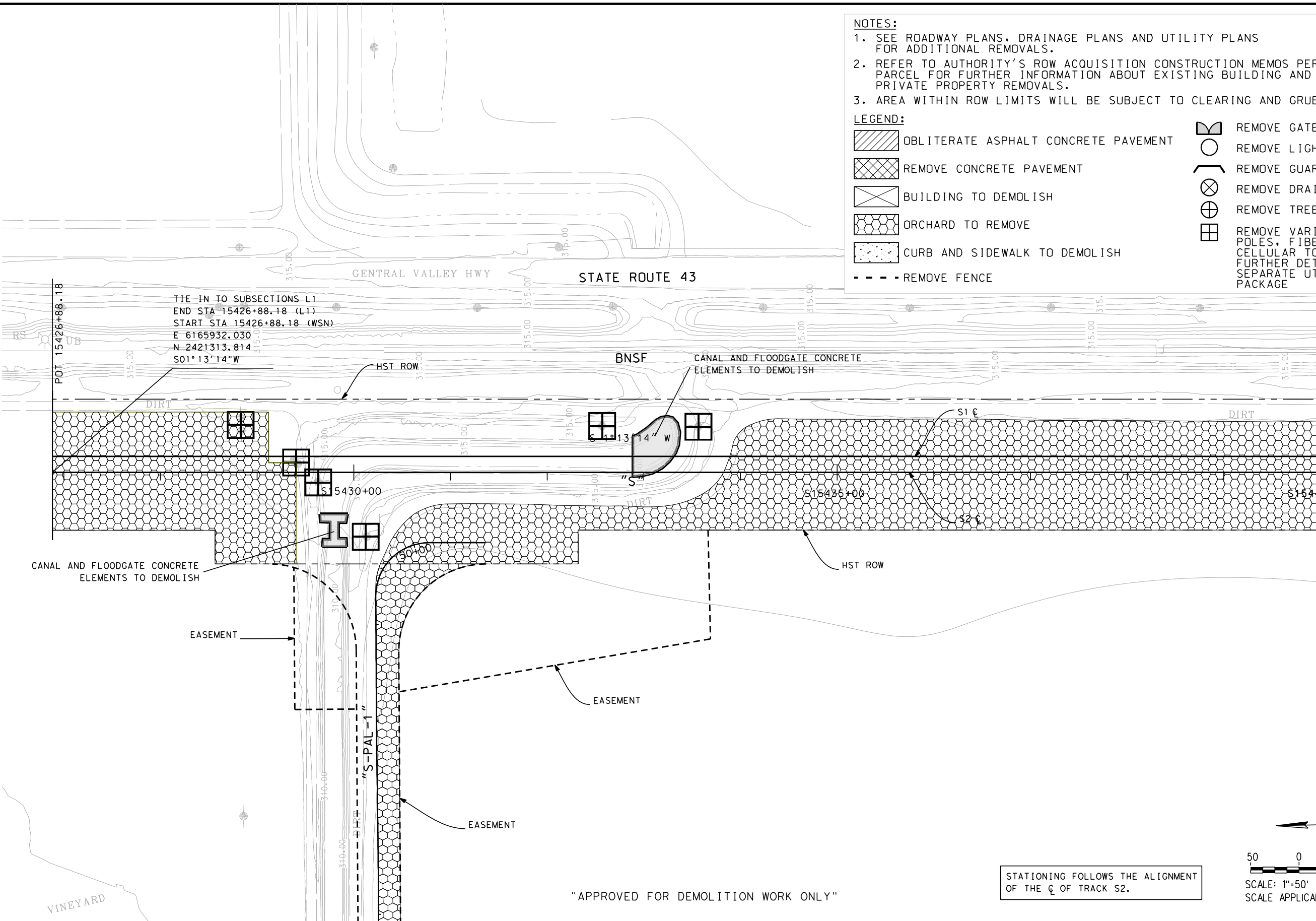
REMOVE LIGHT FIXTURES

REMOVE GUARDRAIL

REMOVE DRAINAGE FACILITIES

REMOVE TREE

REMOVE VARIOUS(UTILITY POLES, FIBER OPTICS, CELLULAR TOWER...) FOR FURTHER DETAIL; SEE SEPARATE UTILITY PACKAGE

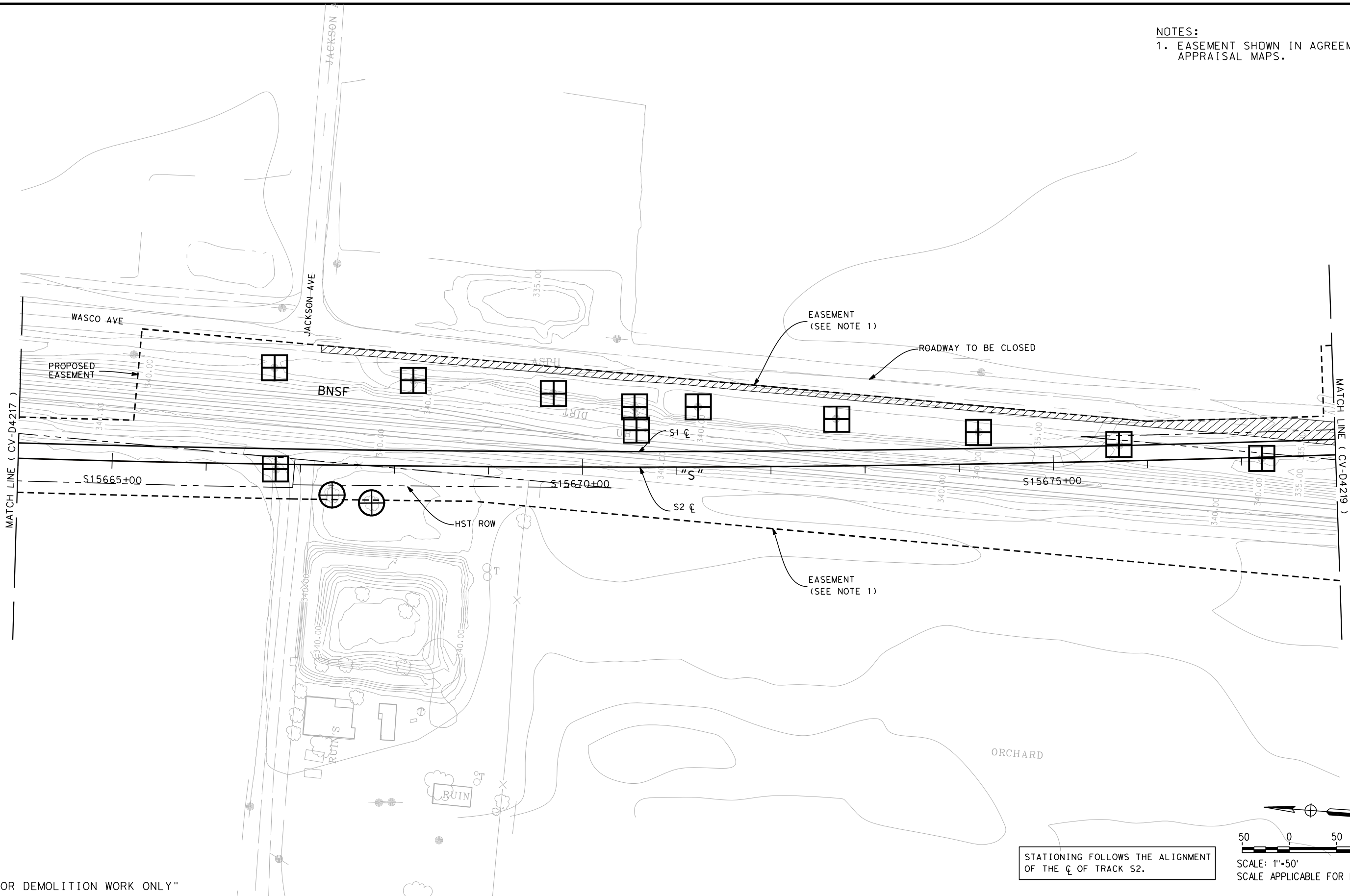


STATIONING FOLLOWS THE ALIGNMENT OF THE C OF TRACK S2.

"APPROVED FOR DEMOLITION WORK ONLY"

						DESIGNED BY J. ARANDA				CALIFORNIA HIGH-SPEED TRAIN PROJECT FRESNO TO BAKERSFIELD	TRACK GUIDEWAY STA. S15426+88.18 TO S15440+00 EXISTING TOPOGRAPHY AND DEMOLITION PLAN	CONTRACT NO. HSR 14-32
O	01/19/18	JA	DG	AL	RFC DRAWINGS SUBMITTAL	DRAWN BY J.L. GOMEZ						DRAWING NO. CV-D4201
C	12/18/17				90% CONSTRUCTION DRAWINGS SUBMITTAL	CHECKED BY D. GONZALEZ						SCALE AS SHOWN
B	10/11/17				60% CONSTRUCTION DRAWINGS SUBMITTAL	IN CHARGE A. LUF T						SHEET NO.
A	12/16/16				60% SUBMITTAL	DATE 01/19/18						
REV	DATE	BY	CHK	APP	DESCRIPTION							

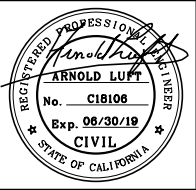
NOTES:
1. EASEMENT SHOWN IN AGREEMENT WITH APPRAISAL MAPS.



"APPROVED FOR DEMOLITION WORK ONLY"

REV	DATE	BY	CHK	APP	DESCRIPTION
O	01/19/18	JA	DG	AL	RFC DRAWINGS SUBMITTAL
C	12/18/17				90% CONSTRUCTION DRAWINGS SUBMITTAL
B	10/11/17				60% CONSTRUCTION DRAWINGS SUBMITTAL
A	12/16/16				60% SUBMITTAL

DESIGNED BY
J. ARANDA
DRAWN BY
J. L. GOMEZ
CHECKED BY
D. GONZALEZ
IN CHARGE
A. LUF T
DATE
01/19/18



CALIFORNIA
RAIL BUILDERS, LLC

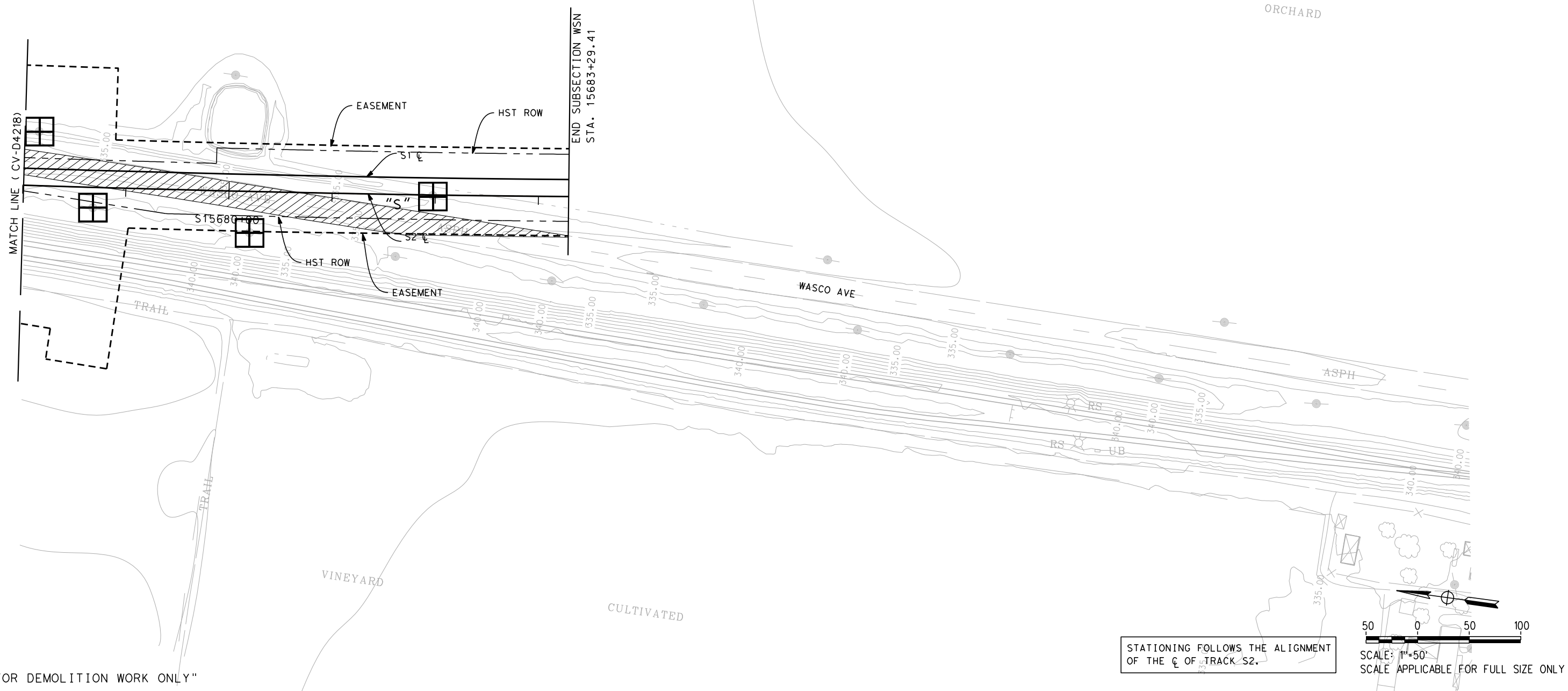


CALIFORNIA
High-Speed Rail Authority

CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD

TRACK GUIDEWAY
STA. S15664+00 TO S15678+00
EXISTING TOPOGRAPHY AND DEMOLITION PLAN

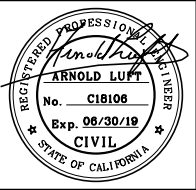
CONTRACT NO.
HSR 14-32
DRAWING NO.
CV-D4218
SCALE
AS SHOWN
SHEET NO.



"APPROVED FOR DEMOLITION WORK ONLY"

REV	DATE	BY	CHK	APP	DESCRIPTION
O	01/19/18	JA	DG	AL	RFC DRAWINGS SUBMITTAL
C	12/18/17				90% CONSTRUCTION DRAWINGS SUBMITTAL
B	10/11/17				60% CONSTRUCTION DRAWINGS SUBMITTAL
A	12/16/16				60% SUBMITTAL

DESIGNED BY
J. ARANDA
DRAWN BY
J.L. GOMEZ
CHECKED BY
D. GONZALEZ
IN CHARGE
A. LUF T
DATE
01/19/18



CALIFORNIA
RAIL BUILDERS, LLC



CALIFORNIA
High-Speed Rail Authority

**CALIFORNIA HIGH-SPEED TRAIN PROJECT
FRESNO TO BAKERSFIELD**

TRACK GUIDEWAY
STA. S15678+00 TO S15683+29.41
EXISTING TOPOGRAPHY AND DEMOLITION PLAN

CONTRACT NO.
HSR 14-32
DRAWING NO.
CV-D4219
SCALE
AS SHOWN
SHEET NO.

Exhibit H

Private Owner Access Road Exhibit

[illegible]

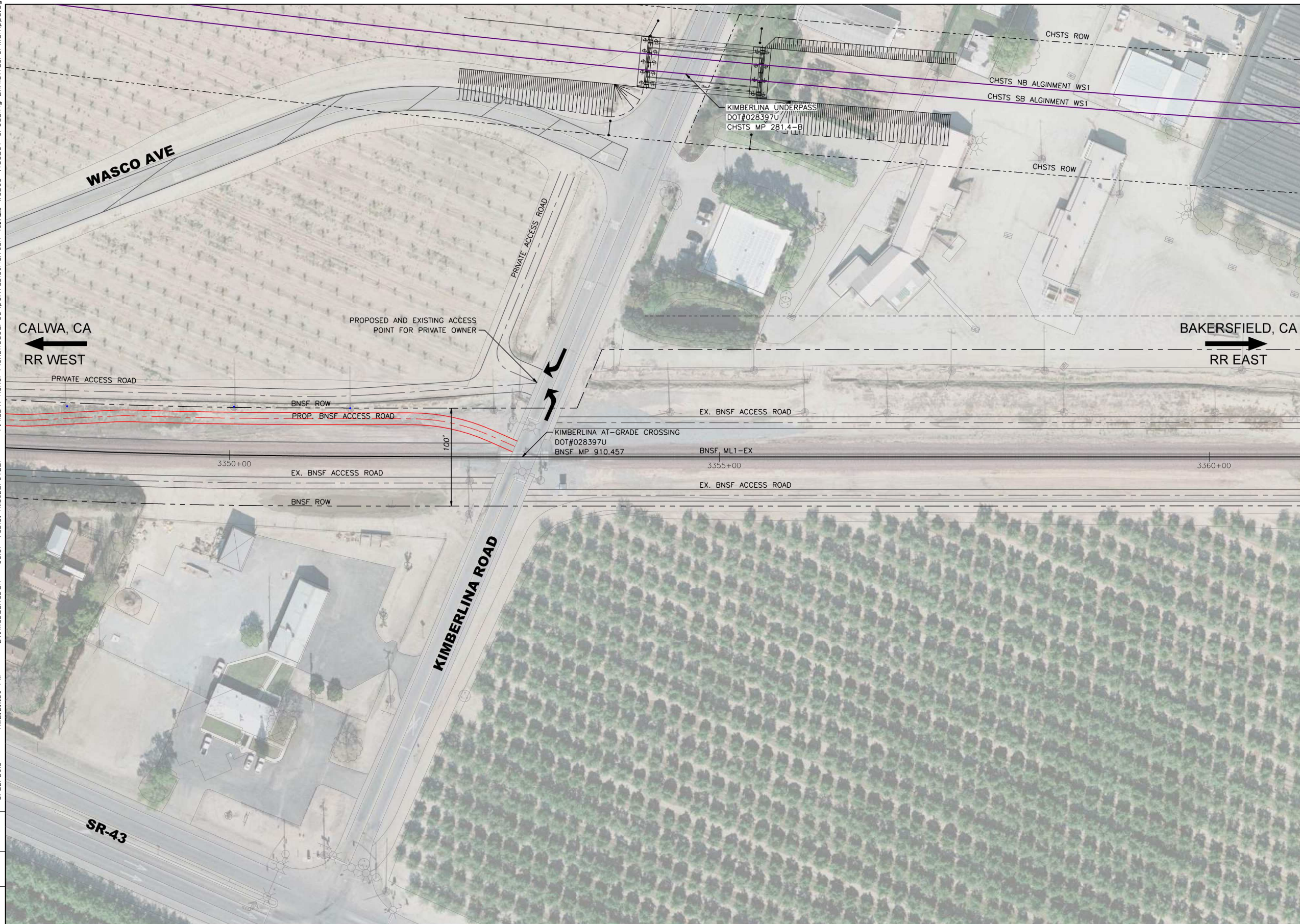
Information is confidential or all plans, drawings, specifications, and/or information furnished here in shall remain the property of the Burlington Northern Santa Fe Railway and shall be held confidential and shall not be used for any purpose not provided for in agreements with the Burlington Northern Santa Fe Railway

DESIGNED BY	MA
DRAWN BY	MA
CHECKED BY	JM
APPROVED BY	JM
DATE	10/20/2017

		
 <p>3930 Pacheco Blvd Martinez, CA 94553 T: 925.400.4356 www.jma2010.com</p>	 <p>CALIFORNIA RAIL BUILDERS, LLC</p>	 <p>CALIFORNIA High-Speed Rail Authority</p>

**CALIFORNIA HIGH-SPEED TRAIN SYSTEM
FRESNO TO BAKERSFIELD
CONSTRUCTION PACKAGE 4**
BNSF BAKERSFIELD SUBDIVISION, MP 911.4
HSTS SERRIA SUBDIVISION, MP 280.4
WASCO VIADUCT RAIL OVER RAIL STRUCTURE
PRIVATE OWNER ACCESS EXHIBIT

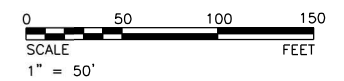
CONTRACT NO.		HSR 14-32	
DRAWING NO.		ST-K1005-WAS	
REVISION	A	SHEET NO.	1
SCALE AS NOTED			



DESIGN NOTES

1. RIGHT-OF-WAY INFORMATION OBTAINED FROM THE
AUTHORITY'S APPRAISAL MAPS

- PRELIMINARY -
NOT FOR CONSTRUCTION



PROFILE

Exhibit I

Certificate of Service

**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

Application of the California High-Speed Rail Authority to construct proposed high-speed tracks (HST) and rail-rail grade separation (135S-280.4-T) over BNSF's existing main line track (MP 911.5) at Wasco Ave in Kern County, California.

Application No. _____

CERTIFICATE OF SERVICE

I, Mohammed Abushaban, of JMA Civil, on behalf of the California High-Speed Rail Authority, certify that I have this day mailed a copy of the attached Application, Exhibits, and Notice of Availability in the above captioned proceeding by FedEx, or if noted, by e-mail or hand delivery, to each party named in the following service list, on this 22nd day of August, 2019 at Martinez, California.

By: Mohammed Abushaban

Mohammed Abushaban, PE
Civil Engineer

Service List	
Parties:	
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Service List Continued on to the Next Page	

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